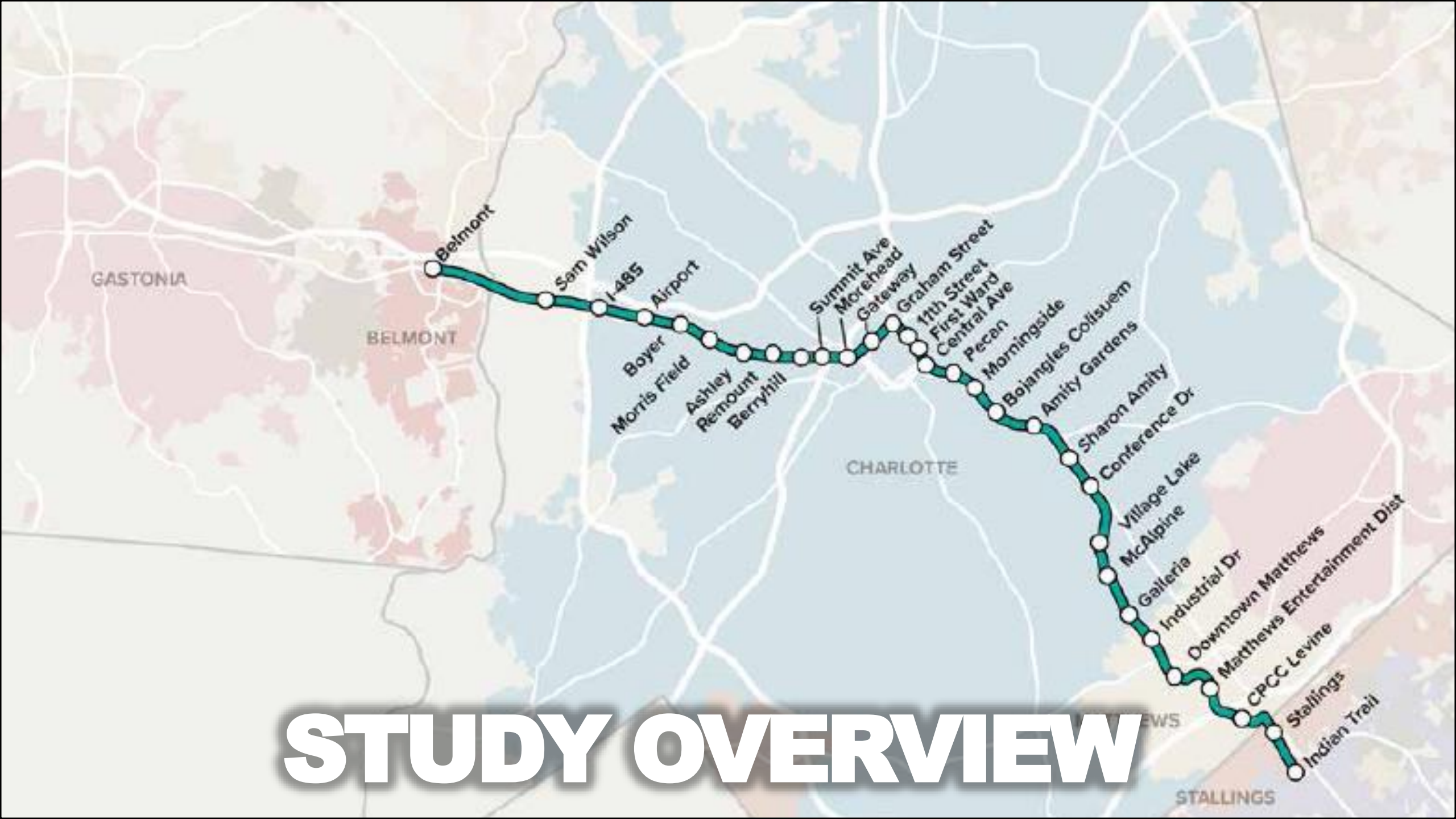




LYNX Silver Line TOD Study

Great Neighborhoods Committee

April 25, 2022



STUDY OVERVIEW

STUDY DELIVERABLES – FINAL REPORT

- Public-facing summary of the entire study
 - Existing conditions summary (all 31 stations)
 - TOD areas and key proposed capital infrastructure (all 31 stations)
 - Affordable housing & market findings
- Transit-oriented development (TOD) plans for 7 demonstration areas
- High-level TOD summary for Stallings, Indian Trail and key nodes between Belmont and Gastonia
- Implementation strategies
- <https://www.catssilverline.com/>



Coordination with regional partners including cities and towns along the LYNX Silver Line, was crucial to the development of the proposed alignment and this TOD study.



PUBLIC OUTREACH

WHAT IS TOD?

1. Compact Mix of Uses



2. Engaging Community Spaces



3. Accessible to All Users



4. Development Centered on Equity



ULI COLLABORATION

SETTING THE STAGE FOR TOD IN SMALL AND BIG CITIES



A panel moderated by
John G. Howard, CATS
Transportation Planner/
Silver Line TOD Study
Project Manager

LEVERAGING TRANSIT TO BUILD COMMUNITIES A Webinar Series on Transit-oriented Development

Learn from our peer communities on how we can take action now to plan and implement transit that supports thriving communities along the Silver Line Corridor.

Transit-oriented development (TOD) occurs in various forms and different contexts. This session will explore how regional partners and stakeholders can work together to leverage transit to support community goals. Panelists will share experiences on how transit can enhance, celebrate, and preserve the places transit serves. This session will cover TOD policy, regulatory, and partnering tools that communities can use to proactively manage change arising from transit and TOD investments. The session will also touch on practical TOD strategies to consider in the post-pandemic realities.



MAY 20, 2021; 1:00 TO 2:30 PM EDT

Register to
attend this
Webinar



CHESSY BRADY
TOD Manager, Denver RTD (Regional
Transportation District)

As the TOD Manager at RTD in Denver, Colorado, Chessy coordinates with developers, and local jurisdictions, and her RTD colleagues to support TOD development on and around RTD stations. Chessy's team recently issued a parking report detailing parking utilization in local TODs, and codified RTD's first Equitable TOD Policy. Chessy is a mom to twin toddlers and an MBA student at the University of Denver. She is a certified planner and holds an M.S. in City & Regional Planning from Pratt Institute and a B.A. from Brown University.



KIMBER LANNING
Founder & Executive Director,
Local First Arizona

Kimber is an entrepreneur, business leader and community development specialist who works to cultivate strong, self-reliant communities and inspire a higher quality of life for people across Arizona. Local First Arizona is the largest advocacy organization for independently owned businesses in North America. Kimber has received numerous awards for her diverse work and extensive leadership, including her work in promoting adaptive reuse in Phoenix's urban core. She has been recognized as a Distinguished Citizen Planner (American Planning Association, 2013), one of the "50 Most Influential Women in Arizona" (Arizona Business Magazine, 2011), the Athena Award (Greater Phoenix Chamber of Commerce, 2013), and the Citizen Leader of the Year (Inst. Economic Dev. Council).



WYATT DIXON
Founding Partner,
Profitix Dixon

Wyatt is a founding partner of Profitix Dixon Partners (PDP) and has over 22 years of multifamily, mixed-use, and commercial real estate development and investment experience. Since co-founding PDP with Stuart Profitix, their firm has successfully completed transactions valued at over \$1 Billion. Wyatt is one of the pioneer developers of TOD in Charlotte. He has completed several mixed-use projects in and around Charlotte along the Charlotte Blue Line and Blue Line extension. He is also currently working on several projects outside of the City of Charlotte along the Silver Line Corridor.



SAM SARGENT
Director of Program Strategy,
Austin Transit Partnership

Sam Sargent serves as Director of Strategy for the Austin Transit Partnership, a joint venture of Capital Metro and the City of Austin tasked with building out the \$7.1 billion Project Connected transit program. He previously served as Deputy Chief of Staff for Capital Metro in Austin, Texas.

A lawyer by training, Sam spent time in the Austin and Washington offices of a Texas Congressman, focusing on transportation and housing. He holds bachelors and law degrees from Boston University and earned his AICP and PMP certifications. Sam believes deeply in the power of public transportation to transform communities.

EQUITABLE TOD: BUILDING EQUITY AS PART OF TRANSIT & TOD



A panel moderated by
Taiwo Jaieyoba, Assistant
City Manager/Director of
Planning, City of Charlotte

LEVERAGING TRANSIT TO BUILD COMMUNITIES A Webinar Series on Transit-oriented Development

Learn from our peer communities on how we can take action now to plan and implement transit that supports thriving communities along the Silver Line Corridor.

Equitable Transit-oriented Development (eTOD) enables all people regardless of income, race, ethnicity, age, gender, or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit. Come and hear a lively panel discussion on how thoughtful eTOD strategies on affordable housing, public health, and strong local businesses can address historical impacts and gaps in communities as well as mitigate for unintended displacements from transit investments. The panel will also cover practical approaches to overcoming institutional challenges related to funding and financing, coalition building, and getting to early eTOD wins.



MAY 27, 2021; 1:30 TO 3:00 PM EDT

Register to
attend this
Webinar



DEBBIE FRANK
Director of TOD, MARTA (Metropolitan
Atlanta Rapid Transit Authority)

Debbie Frank is the Director of Transit Oriented Development at the Metropolitan Atlanta Rapid Transit Authority (MARTA) in Atlanta, GA, managing the planning and implementation of the transit-oriented development program for the Authority. She is a real estate development and urban planning expert with over 20 years of success spearheading planning, development and redevelopment initiatives for both private for-profit and nonprofit organizations as well as the public sector in Alabama, Ohio, Tennessee and Georgia.



MARK ETHRIDGE
Partner, Ascent Real Estate Capital

Mark is a Partner at Ascent Real Estate Capital and leads the company's affordable housing platform. Ascent Housing, Ascent Housing is a leader in naturally-occurring affordable housing (NOAH) preservation and has created 583 affordable housing units since 2019. Most recently, Ascent Housing helped launch the Housing Impact Fund, a \$58mm social impact fund raised to acquire and preserve 1,500 NOAH units in Charlotte by the end of 2022.



MARTY KOOISTRA
Executive Director, Seattle Housing
Development Consortium

Marty is recognized for his leadership in community revitalization, poverty alleviation, green building, board development, networks, and strategic alliances domestically and globally. As executive director of HDC, Marty leads our association of diverse organizations in a shared mission to increase access to affordable housing.



ALISON LORIG
Senior Vice President of Development,
BRIDGE Housing, Seattle

Alison Lorig joined BRIDGE as Senior Vice President of Development, Pacific Northwest, in April 2018. She oversees the company's real estate development activities in the Pacific Northwest region.

<https://charlotte.uli.org/events/past/epage/4/>

WHAT WE HEARD

WHAT WE HEARD

GASTONIA



BELMONT

Wilkinson Boulevard is a challenging corridor to cross and new pedestrian accommodations should be considered.

PEOPLE VALUE THE HOMES AND BUSINESSES IN DOWNTOWN BELMONT AND WANT TO MAINTAIN A "SMALL TOWN FEEL."

Many people would like to see improvements made at the intersections of Main Street/ Wilkinson Boulevard and Park Street/Wilkinson Boulevard.

MOST OF THE NEW DEVELOPMENT POTENTIAL IS ON THE NORTH SIDE OF WILKINSON BOULEVARD.

WEST CHARLOTTE



WILKINSON BOULEVARD IS A CHALLENGING CORRIDOR TO CROSS AND NEW PEDESTRIAN ACCOMMODATIONS ARE NEEDED.

Most of the new development potential is on the south side of Wilkinson Boulevard.

RESIDENTS ON THE NORTH SIDE OF WILKINSON BOULEVARD ARE CONCERNED ABOUT MAINTAINING EXISTING AFFORDABLE HOUSING AND PRESERVING THEIR COMMUNITY CHARACTER.

UPTOWN CHARLOTTE



BOJANGLES COLISEUM

Community members see the Coliseum as an asset to keep and are excited about the potential for new development around it.

Community members identified the commercial properties along Independence Boulevard as opportunities to change uses and building types.

Independence Boulevard is a barrier to pedestrian and bicycle connections for neighborhoods on either side of it.

COMMUNITY MEMBERS WANT TO PRESERVE THE EXISTING AFFORDABLE HOUSING IN THE VILLAGE LAKE NEIGHBORHOOD.

VILLAGE LAKE RESIDENTS SUPPORT THE CONCEPT OF A "TOWN CENTER" FEEL AROUND THE STATION AREA.

EAST CHARLOTTE



NEARBY COMMUNITIES WANT TO PRESERVE THEIR EXISTING HOUSING AND CHARACTER.

MATTHEWS

STALLINGS & INDIAN TRAIL

Many people support making 11th Street more walkable and bikeable.

THERE IS EXCITEMENT ABOUT THE POTENTIAL TO ADD PUBLIC SPACE IN THE UPTOWN AREA THROUGH THE LYNX SILVER LINE PROJECT.

BREVARD STREET & TRYON STREET ARE IMPORTANT CONNECTIONS TO GET NORTH OF BROOKSHIRE FREEWAY.

Residents near Monroe Road have expressed a desire for safer walking and biking facilities along the corridor.

A pedestrian, bicycle, and trail connection from the Entertainment District to the Sportsplex at Matthews is desirable.

The community wants to deter a "park-and-ride" station in their downtown and emphasize a walk-up station environment.

COMMUNITY MEMBERS WANT TO PRESERVE THE DOWNTOWN FEEL OF MATTHEWS.

Connecting McAlpine Park and the McAlpine Creek Greenway to the McAlpine Station is important.

SAFE AND COMFORTABLE PEDESTRIAN CROSSINGS ALONG MAJOR ROADS, SUCH AS INDEPENDENCE BOULEVARD, ARE IMPORTANT.

Park-and-ride options, that provide access to I-485, are desired, but should blend in with the town character and activity center concept of the station area plans.

MANY COMMUNITY MEMBERS ARE SUPPORTIVE OF THE POTENTIAL STATIONS AS A MEANS TO IMPROVE REGIONAL CONNECTIVITY.



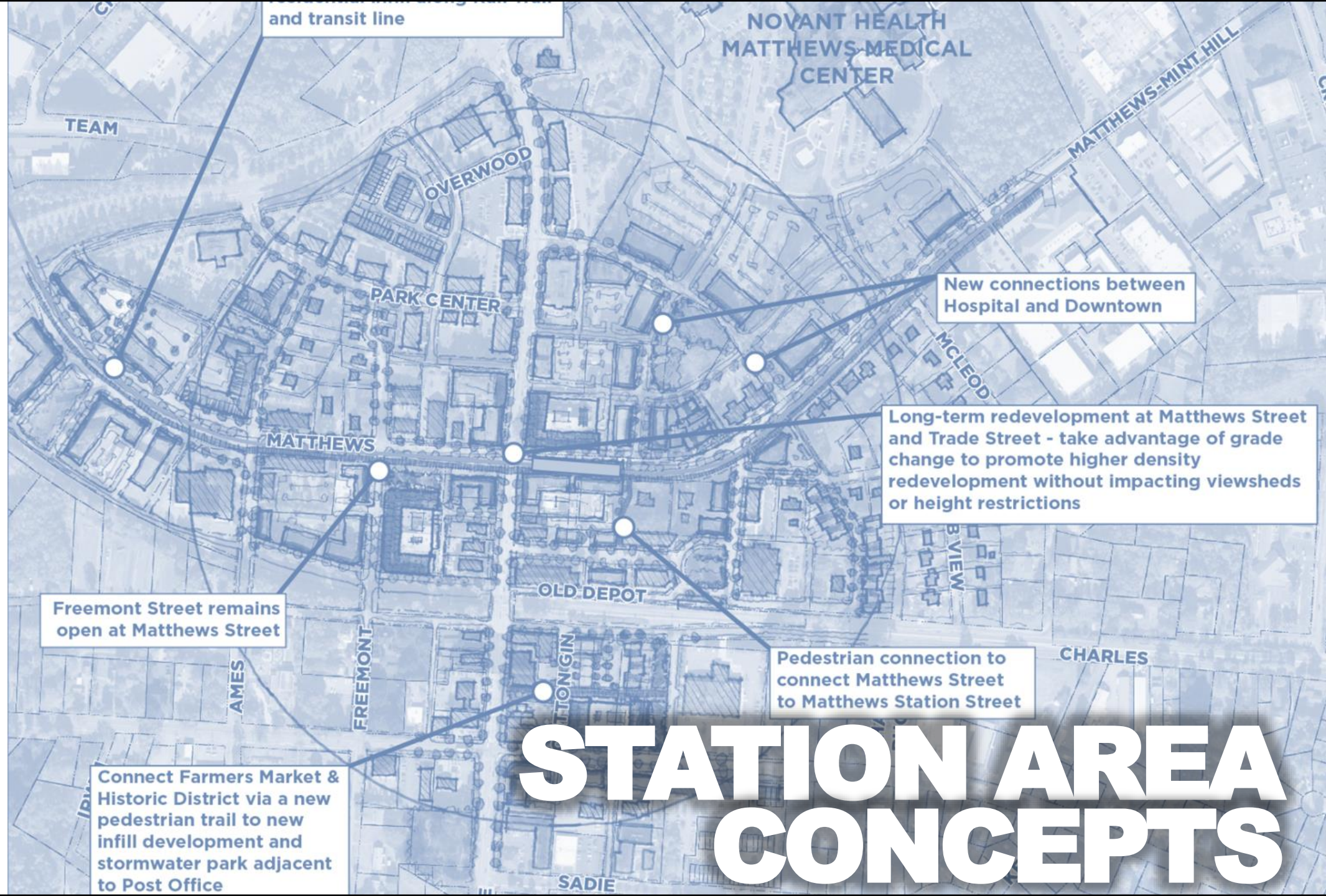
KEY THEMES FROM EACH STATION AREA



2 PUBLIC INPUT

24 LYNX SILVER LINE TOD STUDY FINAL REPORT

CHARLOTTE AREA TRANSIT SYSTEM



and transit line

NOVANT HEALTH
MATTHEWS MEDICAL
CENTER

MATTHEWS-MINT HILL

TEAM

OVERWOOD

PARK CENTER

New connections between
Hospital and Downtown

Long-term redevelopment at Matthews Street
and Trade Street - take advantage of grade
change to promote higher density
redevelopment without impacting viewsheds
or height restrictions

Freemont Street remains
open at Matthews Street

Pedestrian connection to
connect Matthews Street
to Matthews Station Street

Connect Farmers Market &
Historic District via a new
pedestrian trail to new
infill development and
stormwater park adjacent
to Post Office

STATION AREA CONCEPTS

STATION AREA TYPOLOGY PRIMARY & SECONDARY FEATURES

Each station's area typology is determined by primary and secondary characteristics. Primarily, typology is driven by how transit customers access the station, available parking facilities at the station, and access to transit services at the station. Secondly, typology is influenced by urban design, placemaking, land use, and market factors.

Primary Features



Vehicular Access

Station area connections to, and integrated within, the road network, including proximity to local streets, arterial streets, or interstate access, can affect infrastructure provided at station sites for all modes. The surrounding street network influences TOD opportunities and decisions.



Transit Connections

These features facilitate connections between lines or between modes and include on-street and curbside stops, designated bus layover areas, access to other premium transit, or connections to mobility hubs.



Parking

Parking facilities are a primary determining factor of station typology and can be integral to the support and development of future TOD.



Bike/Ped Accommodations

These features provide active transportation infrastructure, such as trails, sidewalks, and site integration into the surrounding bicycle network.



Rideshare

These features facilitate connections to rideshare services through spaces like designated drop-off areas.



Micromobility

These features provide infrastructure and space for parking or charging of small, single-person transportation equipment like e-scooters or bike-share stations.

Land Use & Market Factors



Place Types



Market Opportunities



Housing Opportunities

DEMONSTRATION STATION AREAS



DEMONSTRATION AREA EXAMPLE



WALK-UP STATION








RIDE-UP STATIONS

WEST CHARLOTTE DEMONSTRATION AREA

(Ashley, Remount, and Berryhill Stations)

Marks the Transition Towards Downtown
Charlotte with Significant Opportunity
for Urban Infill Redevelopment

	Ashley Station	Remount Station	Berryhill Station
WALKABILITY 	2	2	2
OPPORTUNITY SITES 	1.5	3	0.75
OFFICE MARKET 	1.33	1.67	2.33
HOTEL MARKET 	1.33	1.33	1.33
TRANSIT CONNECTIVITY 	2.5	2.5	2

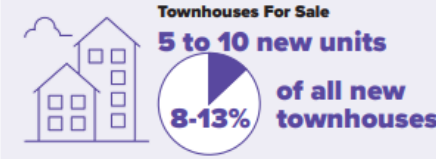
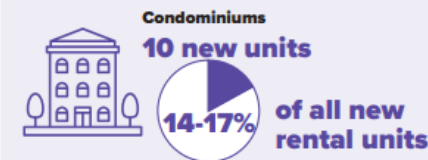
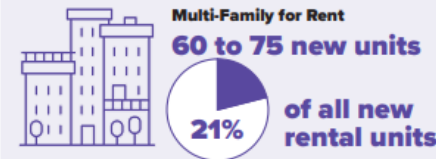
Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS

3,800+ Includes existing NOAH along
the west side of the corridor

For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Remount Road station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS*



Total Affordable Units
75-95 new units **18% of all new**

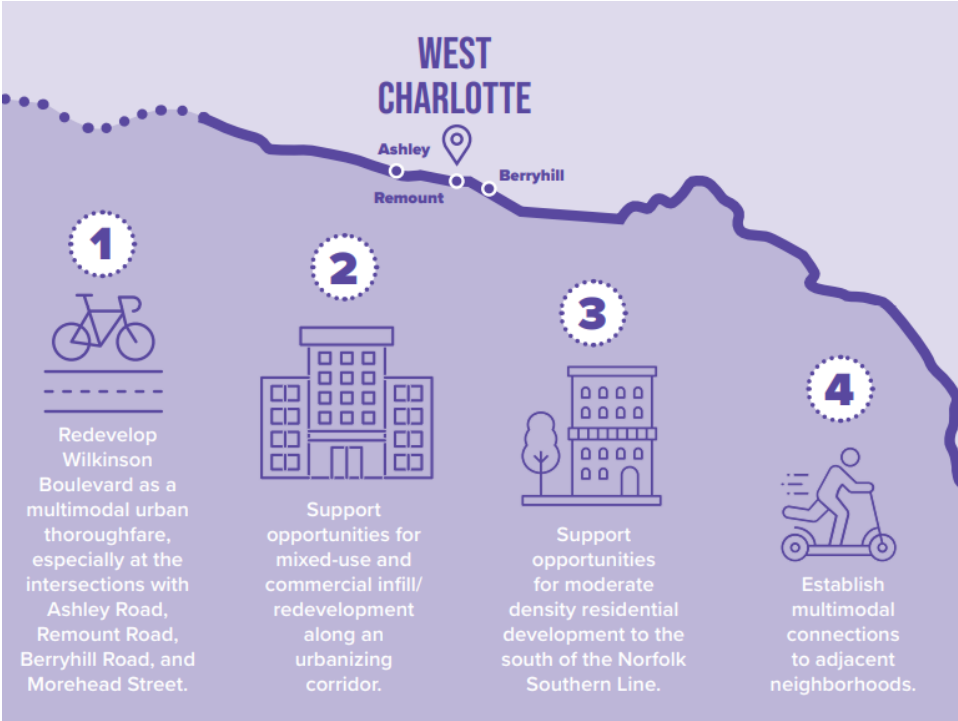
*Historically, the TOD Affordable Housing program has seen up to 5% of the total affordable housing development produced from on site commitments by developers



Illustration of a long-term vision for the West Charlotte demonstration area

1. Long-Term: Infill mixed-use development with residential and structured parking to be shared with commercial
2. New organizing park space connecting future infill development to transit station
3. Station location with park and ride garage and activating frontage uses on Ashley Road
4. Proposed pedestrian bridge connecting residential neighborhoods to transit station
5. Infill and blend development into existing residential neighborhoods
6. Potential mixed-use redevelopment with connections to the transit station

ILLUSTRATIVE CONCEPTS



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



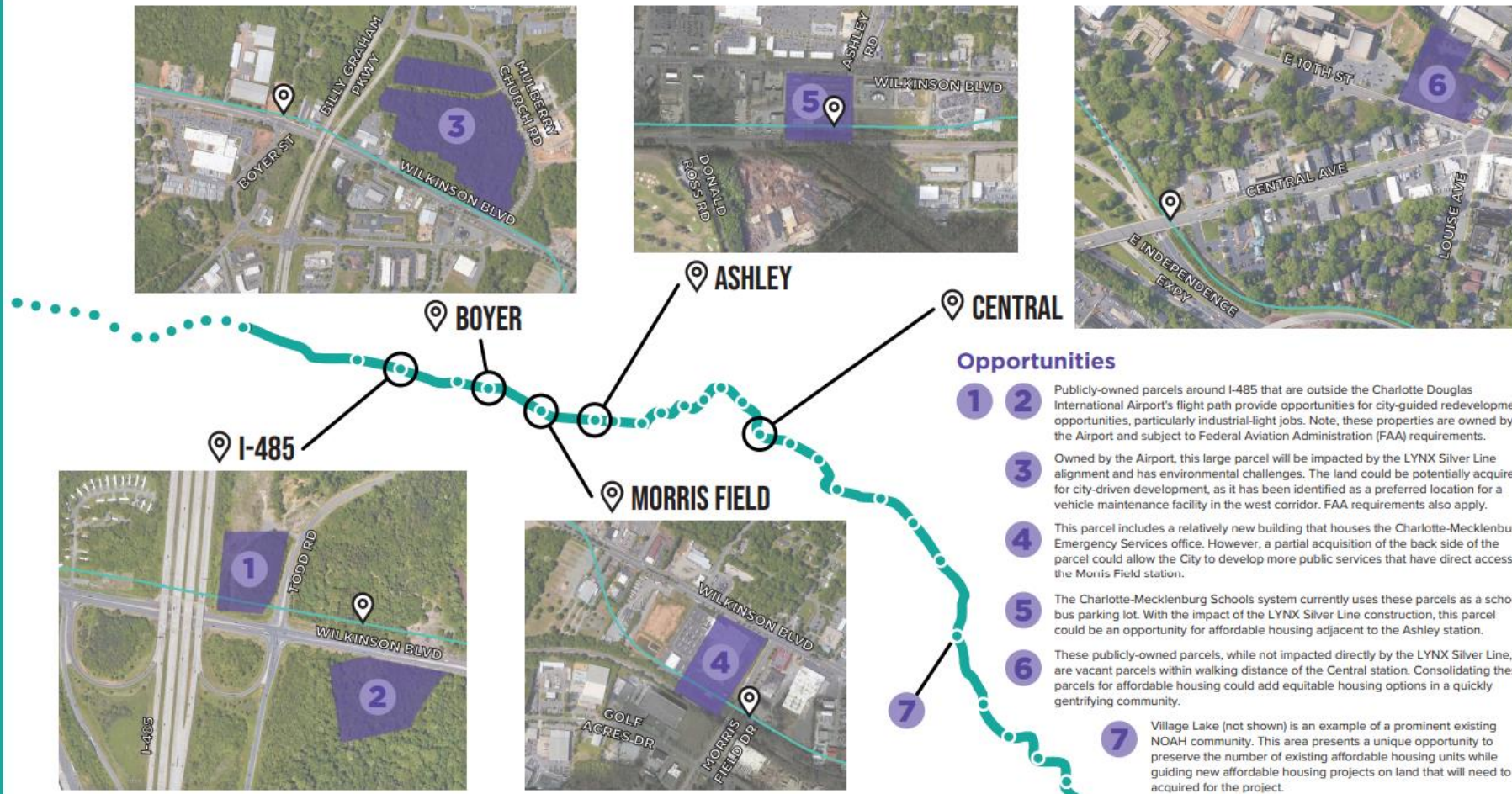
Illustration of a long-term concept plan for the West Charlotte demonstration area

LAND BANKING



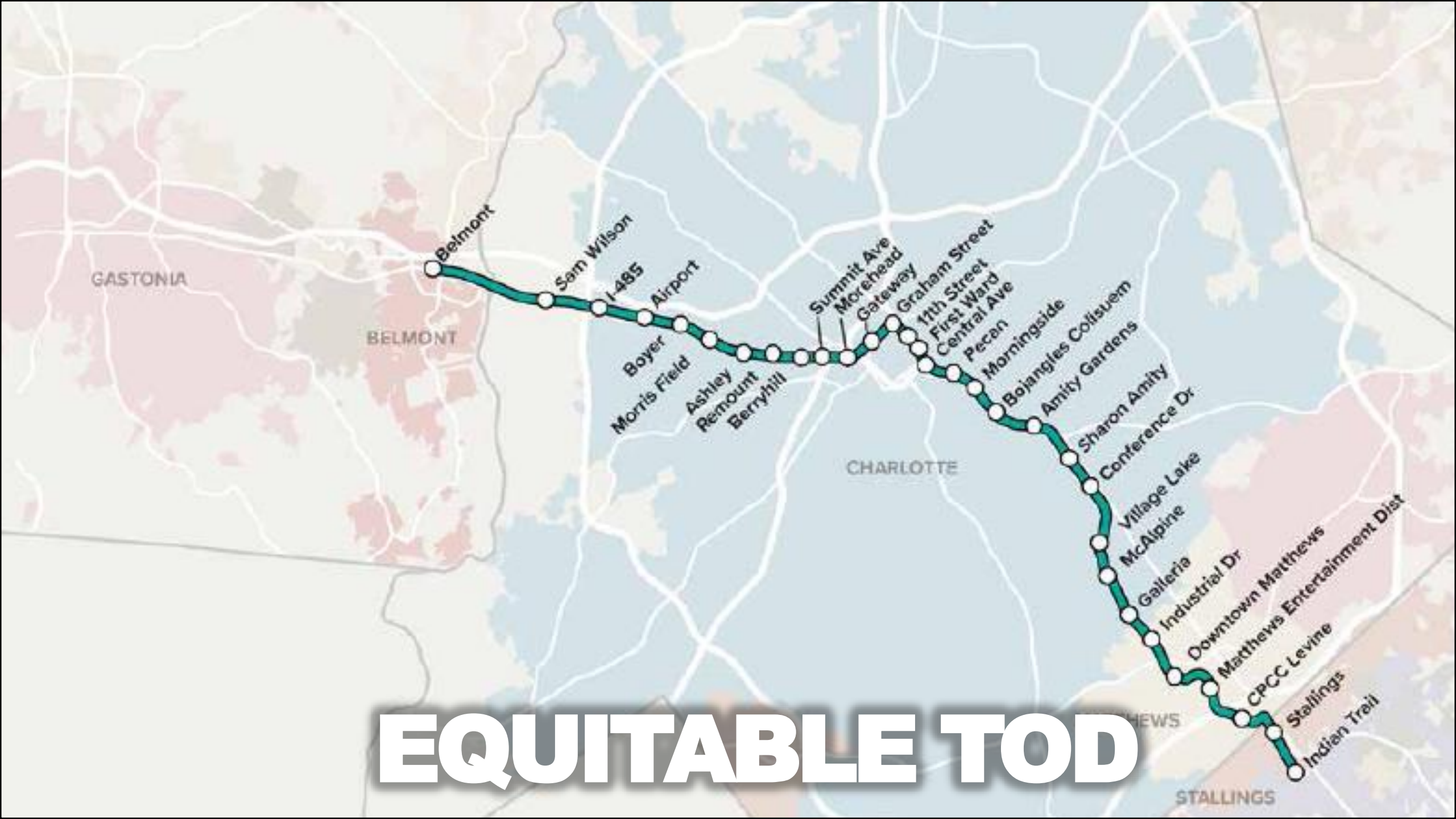
POTENTIAL PROPERTIES FOR LAND BANKING AND AFFORDABLE HOUSING

For stations within the City of Charlotte limits, publicly-owned parcels within the station area walksheds were evaluated for land banking to preserve opportunities along the corridor for affordable housing projects that could have access to a station and city-guided development. Key opportunities are mapped and highlighted to the right.



Other Corridor Preservation Strategies

DENSITY TRANSFER	Allows unused allowable densities in one area to be transferred to another area.
LAND SWAPPING	Government agencies can offer alternative pieces of land from the agency's inventory of property to the developer in exchange for their parcel(s) along the corridor.
PUBLIC/PRIVATE PARTNERSHIP	Allows the developer to dedicate a portion of the project (such as right-of-way, shared parking, shared use of public spaces, etc.) while receiving compensation from income derived through joint development with the City.
SETBACK ORDINANCES	This method uses local ordinance to require new construction for development to be setback from the right-of-way line.
DEVELOPMENT EASEMENT	Government agencies can acquire the use of a parcel without transfer of ownership by purchasing the property owner's right to develop the land.
TOD ZONING	Regulation that allows properties adjacent to the corridor to have higher densities than in a typical development ordinance.



EQUITABLE TOD

ETOD STRATEGIES

01

Build the capacity
of LYNX Silver
Line communities
to support ETOD

02

Embed ETOD
principles into the
municipal
planning process

03

Make ETOD
required, easier,
and more
predictable

ETOD STRATEGIES

1. Municipal Capacity Building

- ETOD programming & work plan

2. Community Engagement

- Education, inclusion, and advocacy

3. Land Use and Zoning

- Project scorecards

4. Transportation

- Affordability and multi-modal accessibility

5. Health and Safety

- Develop citywide health and safety plans

6. Community History and Culture

- Incentives/policies to preserve neighborhood assets

7. Parking

- Unbundle parking and housing costs

8. Jobs and Workforce

- Small business retention and development

9. Development Incentives

- Compatible land uses

ETOD STRATEGIES: HOUSING & ANTI-DISPLACEMENT



1. Acquire and hold properties through land banking in ETOD areas
2. Provide local bond funding to support affordable housing development
3. Focus municipal funding for affordable housing development in ETOD areas
4. Create community land trusts and support community control of land
5. Establish and protect the right of first refusal for affordable housing non-profits to preserve long term affordability
6. Support homeownership as a stabilizing mechanism with tenant opportunity to purchase
7. Create limited equity housing cooperatives to preserve long-term affordability
8. Provide foreclosure assistance and support tenant right to counsel
9. Establish emergency relief that models lessons learned from the pandemic

Credit: Charlotte Housing Services

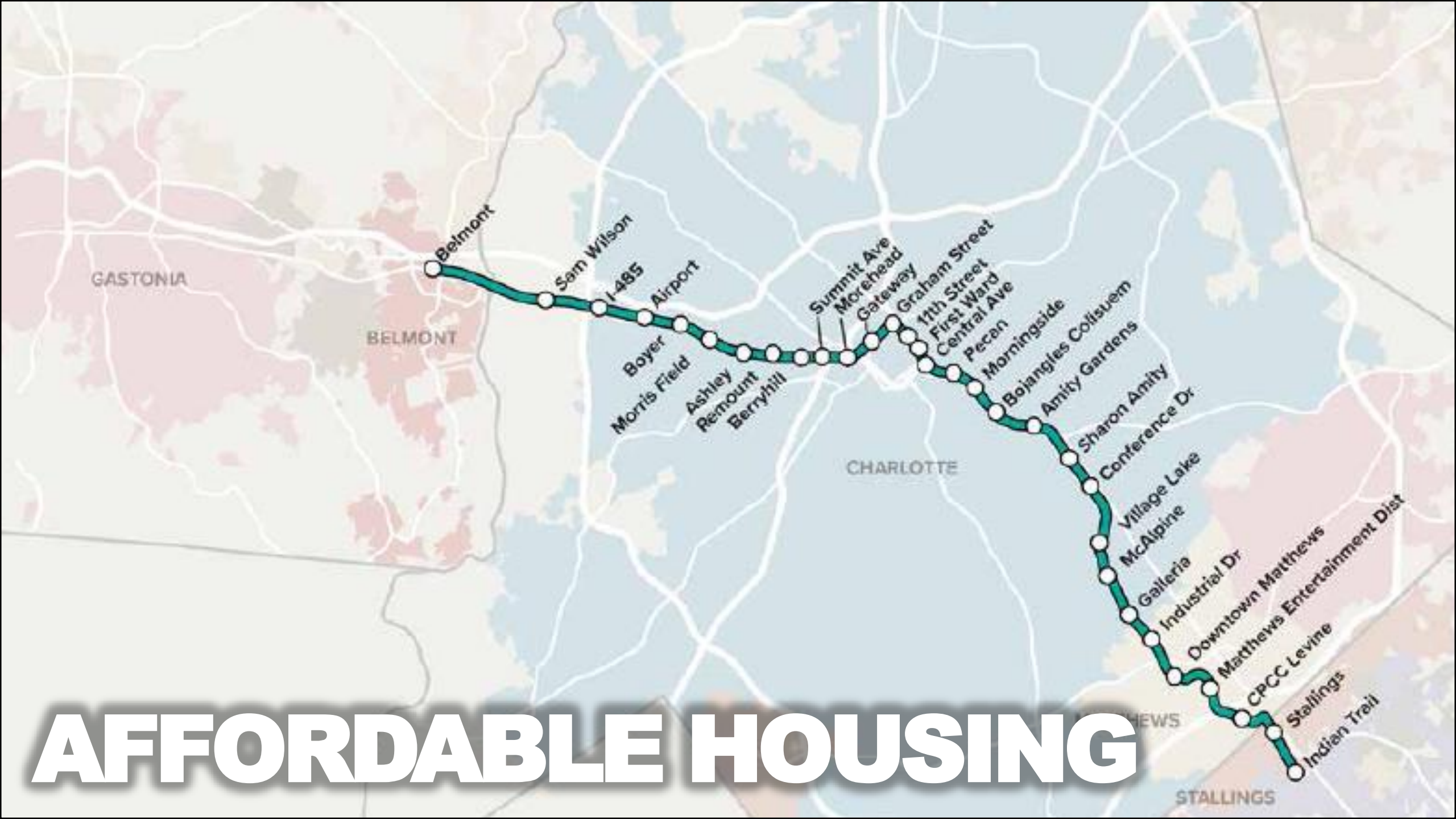
WHAT'S NEXT: EQUITABLE TOD GRANT

ETOD Planning and Implementation for the LYNX Silver Line light rail transit project: Building community capacity and reflecting community values in the corridor.

- Grant Award: \$405,000
- Timeline: Estimated start date of Summer/Fall 2022
- Implementation focused, community-built road map for the project
- Building from the ground up

Phase 1: Capacity building in the corridor, with an emphasis on environmental justice (EJ) and underserved populations

Phase 2: Infrastructure prioritization, creative funding strategies and regulatory tools to combat climate change based on the newly adopted Equitable Growth Framework and Metrics in the Charlotte Future 2040 Plan will all be included in the Implementation Strategy.

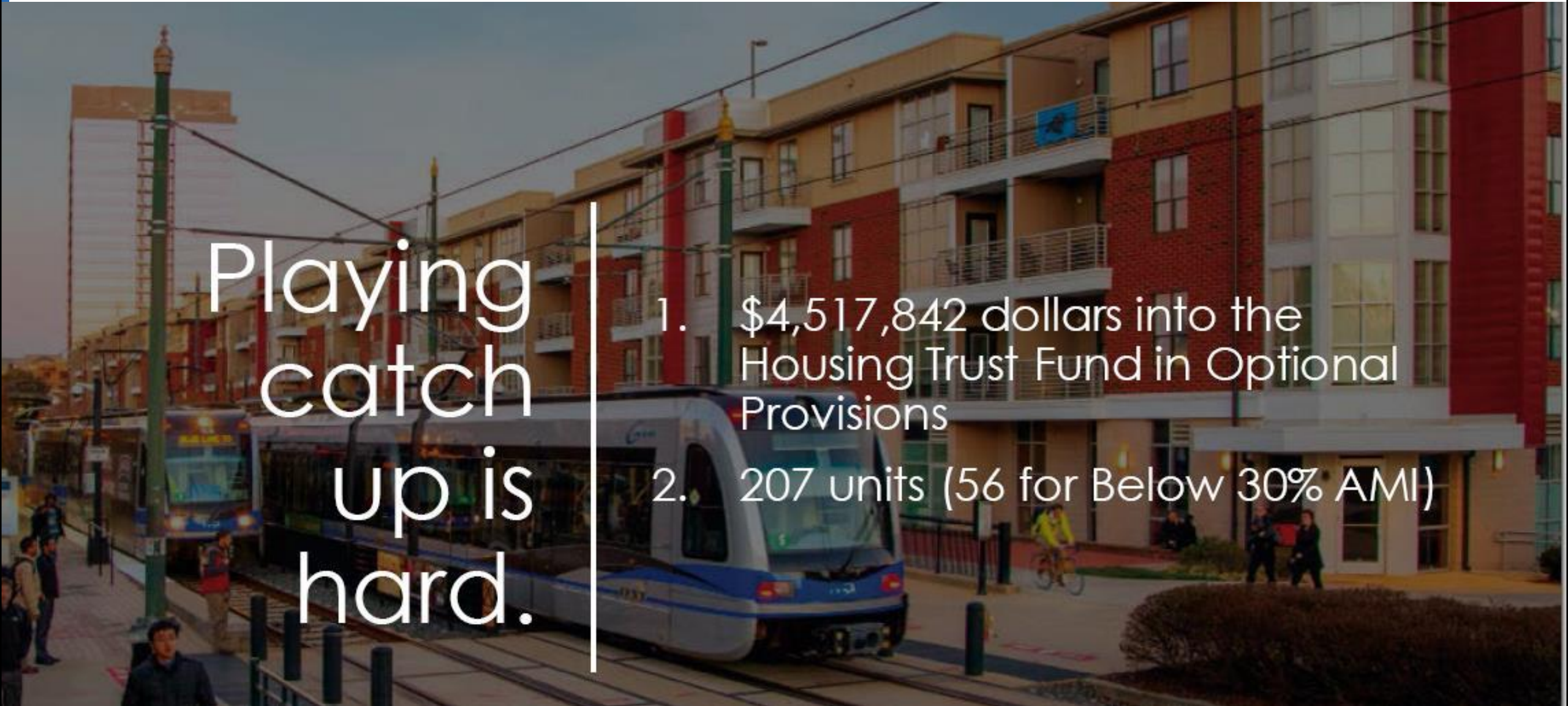


AFFORDABLE HOUSING

EQUITABLE TOD: HOUSING

Playing
catch
up is
hard.

1. \$4,517,842 dollars into the Housing Trust Fund in Optional Provisions
2. 207 units (56 for Below 30% AMI)



BLUE LINE AFFORDABLE HOUSING



Platform Lofts



Parkwood Square



Landings at NoDa

Completed / Under Construction

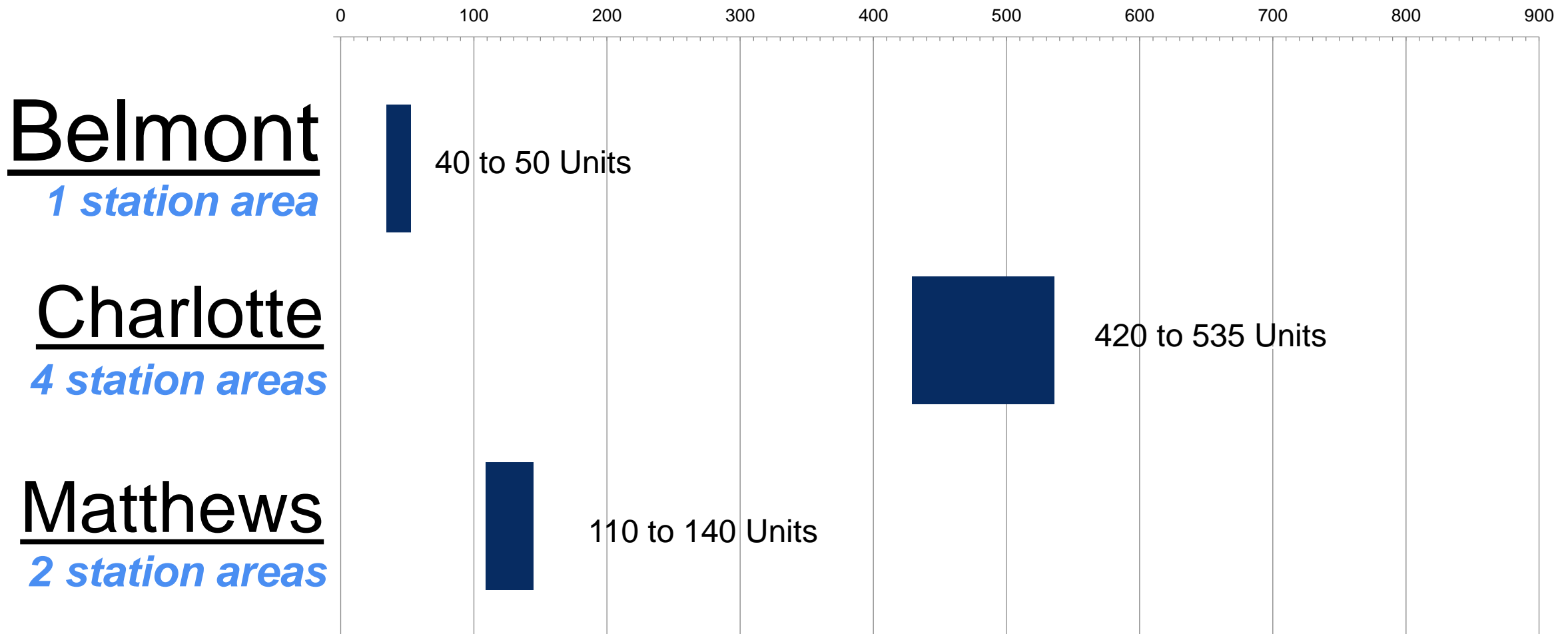
- 198 units - Platform Lofts, Old Concord Rd. Station
- 222 units - The Oliver, Tom Hunter Station
- 6* / 59 units - Parkwood Square, Parkwood Station
- 6* / 55 units - Landings at NoDa, 36th St. Station
- 15* / 235 units - Johnston Mill, 36th St. Station
- 174 units - The Barton Senior Apts., Tyvola Station

Planned Projects

- 80 units - Scaleybark Station
- 2 parcels at Arrowood station ~ 20 acres
- 1 parcel at University City Blvd Station ~ 1.75 acres
- 132 units - Old Concord Station
- 200 units - McCullough Station

**Designated as House Charlotte eligible*

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS SUPPORTABLE BY THE MARKET OVER FIVE YEARS

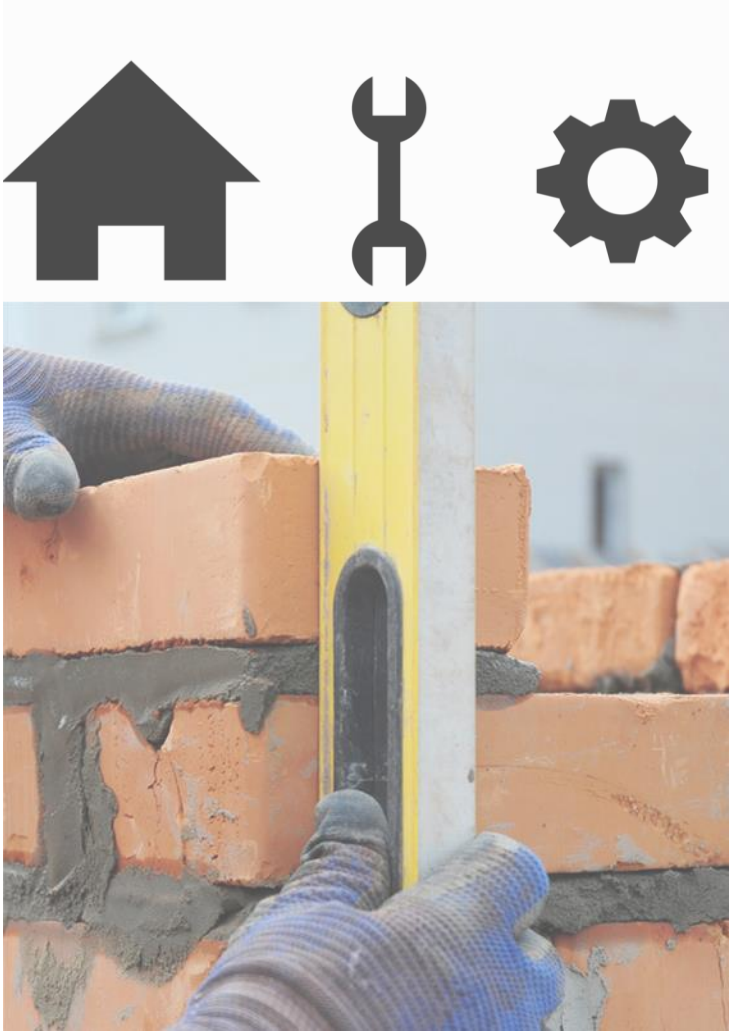


Represents sample of affordable housing potential at 7 station areas over 5 years



WHAT'S NEXT: AFFORDABLE HOUSING

Catalyzing Affordable Housing through Equitable TOD



Layering and Leveraging the Affordable Housing Toolbox	
Emerging NEST Strategies	Partnership Opportunities
Homeownership Assistance	
Rental Subsidy Programs	
Housing Trust Fund	
Low Income Housing Tax Credits	
Transit Overlay District Height Bonus	
Naturally Occurring Affordable Housing (NOAH) Acquisition and Rehabilitation	
Land Acquisition – Purchase/Donation	
City-Owned Property Evaluation	
Leveraging Data	

Learn more and review the final deliverables at
<https://www.catssilverline.com/>

John Howard

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Charlotte Area Transit System
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Monica Carney Holmes, AICP CNU-A

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